

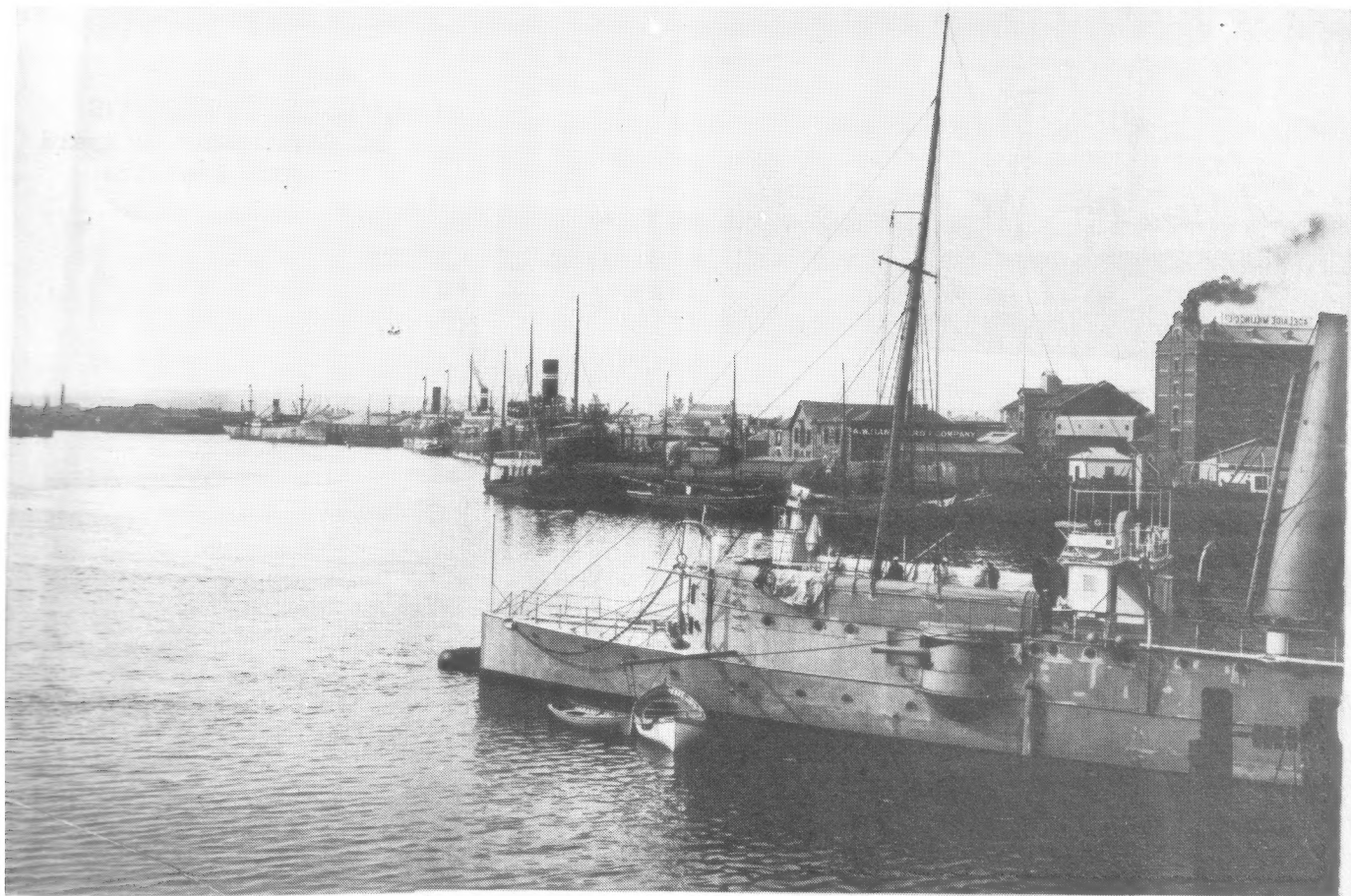
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THE NAVY IN

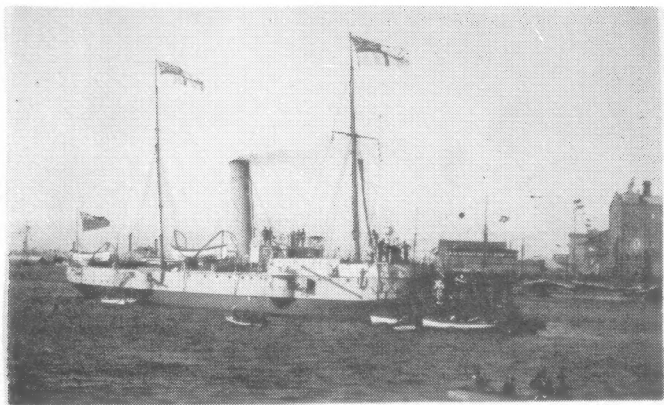
SOUTH AUSTRALIA

Ronald Parsons

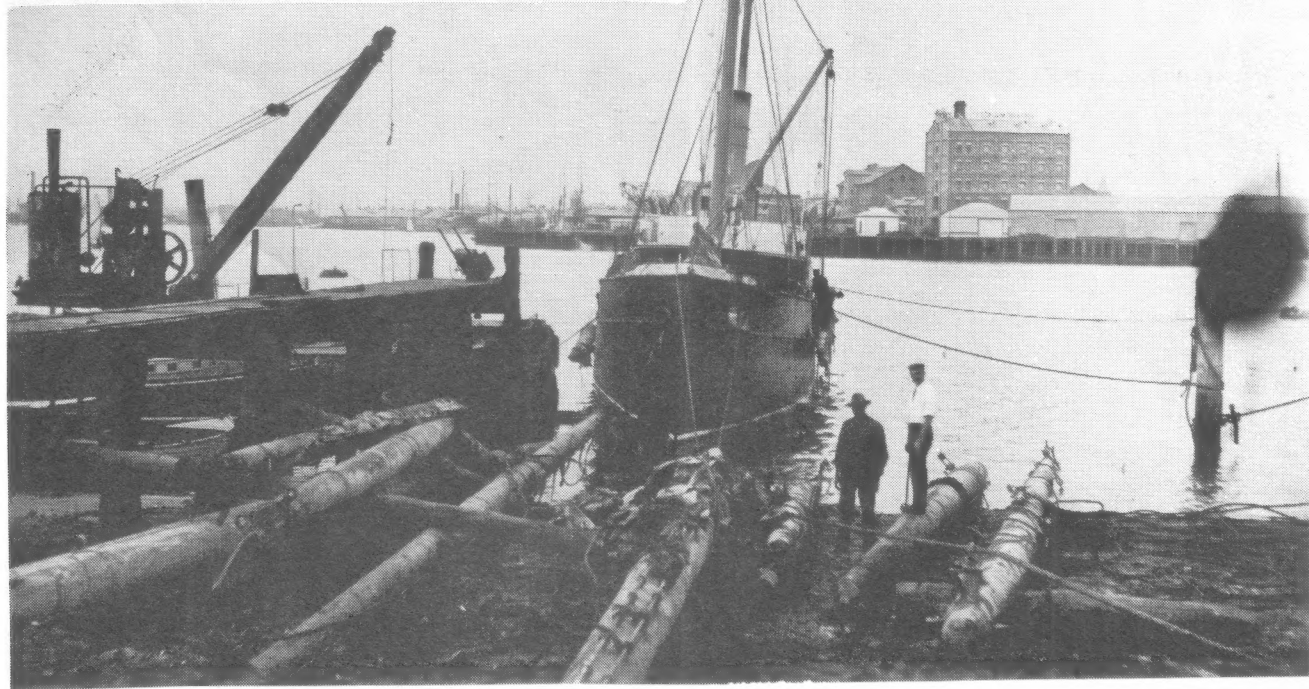




H.M.C.S. PROTECTOR AT ANCHOR IN PORT ADELAIDE



at left: PROTECTOR at
anchor in Port River



below: GOVERNOR MUSGRAVE
at Government Dockyard
Port Adelaide

THE NAVY IN SOUTH AUSTRALIA

Ronald Parsons

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FOREWORD

Some time ago the Australasian Maritime Historical Society obtained permission to have the late H.M.Cooper's 'A Naval History of South Australia and Other Historical Notes' reprinted, but it was not possible to proceed with this project due to the high costs involved. Since then it has been established that the main part of that work dealing with the South Australian Colonial Navy was based upon a series of newspaper articles written by Sir William Creswell and published in an Adelaide newspaper. ('Observer' June 1924, et.seq.)

Those articles are now reprinted in full and are followed by additional information the result of new researches by the present writer.

Ronald Parsons,
Adelaide, October 1974

The Navy in South Australia

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THE NAVY IN SOUTH AUSTRALIA

Admiral Sir William Creswell was well qualified to write about the days of the South Australian Navy as he served for fifteen years aboard its major unit - HMCS PROTECTOR - and was for some time in command of the Colony's Naval Forces.

Sir William wrote: "The PROTECTOR has ended her service days. She has been towed into (we may call it) the retired list, and, like all the rest of us not dead or broken up, she will work out her end in civil life probably as a tug or hulk — I hope, as the former, there is activity in it; slow decay as a hulk is a lingering miserable end. But away with the note of sadness, unworthy the sturdy, game little ship that has just completed her 40 years continuous service, and given full money's worth for every year of it. Few ships have a longer record. Some day it may be told how she advanced the cause that saved Australia from Von Spee and German thoroughness in 1914.

The PROTECTOR cruiser, if you please, and certainly not a gunboat, was built by Armstrong, and engined by Hawthorn, Leslie, of Elswick, Newcastle. She was completed in 1884, and arrived in Australia on September 30 of that same year. She was of 960 tons displacement, 14 knots speed, and carried for her size the truly wonderful armament of one 8-inch and five 6-inch breech-loading guns and four smaller Hotchkiss machine guns. Some 15 years later, at Tientsin Capt. Jellicoe (later Admiral of the Fleet, Lord Jellicoe) then Chief of Staff to Admiral Sir Edward Seymour, said he wondered how they could have designed a ship of such small tonnage to carry such an armament. That a ship, 15 years after her first commission, should elicit such praise from the very highest naval opinion of the day is proof indeed that she was an exceptional and very remarkable vessel. Her acquisition by South Australia was mainly due to a report by Sir William Jervois, Governor of the province. Our danger in war was the raiding (probably extemporized) cruiser. The destruction of ports

and shipping in the gulfs or their ransom was regarded as an enemy's certain objective. The Jervois report recommended the acquisition of a vessel for the defence of shipping and ports within the gulfs. Messrs. Armstrong, Whitworth & Co., designed the PROTECTOR, and she met the case in the most complete manner. It is certain no raider of those days would carry an armament greater than the PROTECTOR's, or of such long range, and at anything from extreme down to medium range the very small target offered by the little ship would give her a great advantage. Then, again, for that day her speed was greater than any raider was likely to possess, and, if she had the speed coal would be much too precious for the visitor to have recourse to it except in a close engagement. Some idea of the PROTECTOR's power and the great stride in advance made by her design and armament may be gathered from the fact that at that time we could, excepting in heavy weather, out-steam and always (by some two or three thousand yards) out-range the great flagship on the station, the NELSON, an armoured cruiser, many times the PROTECTOR's weight of metal and about six times her size! As a ship — to use a land analogy — she always reminded me of one of those rare "good 'uns", a sturdy, well-bred cob, equal to any journey, and always pulling up fresh and ready for another the next day, and always ready "with a dash of foot" if called upon. It was a constant matter of wonder to me in my early South Australian days that there was so little appreciation of the PROTECTOR's real value and the complete defence she provided against the only danger to which we should be exposed in war. The cheap gibe of being an "expensive toy" yielded, however, to some strong and convincing correction in the columns of a local newspaper, and this went far to create a more correct public opinion.

In South Australian Waters

Now for something of her history and performances, and of those who served in her in her active days. She was commissioned by Capt. J.C.P. Walcott — the more correct word would be manned, as she left England under the Merchant Shipping Act. The idea of an Australian ship of war had scarcely germinated; it was a long day to the Australian battle cruiser in the North Sea in the Grand Fleet. Walcott was of the best type of naval officer of the day. Lieuts.

Hobkirk and Harold Lund were respectively first and second lieutenants. Chief Engineer Jordan and Assistant-Engineer Clarkson (lent from the Imperial Service), Gunner Heysen, and Mr.E.Argent (as a chief petty officer) were officers. A lady on board, particularly the captain's wife, is said to bring bad weather; but whoever the unpleasant individual may be who dispenses bad weather and bad luck at sea, would have been a fiend to have troubled the PROTECTOR on this account. A more charming person or one more liked by all who knew her, than Mrs.Walcot, never sailed at sea.

On arrival Walcot laid down on strict Royal Navy principles the lines of the naval establishment, and the formation of the future service. This work, upon which much depended, was well done, and is a monument to its founder. Almost immediately after arrival in South Australia, Hobkirk, the first lieutenant, made the first vacancy. He left, and I was asked to join. In the meantime the famous Penjdeh war scare occurred, and Admiral Tryon, the first real federationist federated Australia for naval defence. Under stress of war preparations the PROTECTOR was fully manned, but with a more peaceful air for years her numbers were reduced, and later on economy demanded gradual retrenchment and a dwindling complement.

A Parliamentary Trip

Just before I joined the Sudan Contingent passed through South Australian waters, and the PROTECTOR left Port Adelaide with a large party representing the Government, Parliament, the army, and prominent citizens to meet the Sudan troopship, and cheer it on its way. It was a very rough trip down, and in the calmer waters of Antechamber Bay there was rapid convalescence for all. With anticipation of the horrors of the return journey, this experience lent a note of pathos to the farewell.

Something under a half complement and a reserve to be trained from seamen volunteers, to bring us up to war strength, were the utmost the dwindling naval vote would permit. It was hoped that in this way an efficient ready-

for-war service could be maintained. But the trouble was that the trained seamen for the reserve sailed away and South Australia knew them no more. We trained the reserve in winter months. In the summer, besides the occasional cruise to the other gulf, the building of the wharves and stores at the torpedo station had to be attended to. It seemed a never ending task crippling the first lieutenant in regard to the innumerable jobs he wanted to carry out on board, and really not advancing the work at the torpedo station with any reasonable hope of completion.

Lifesaving Duty

Suddenly there came to be thrust upon us one very interesting and absorbing duty. The STAR OF GREECE, a beautiful sailing ship, was wrecked in a south-west gale at Willunga. The crew clung to the wreck all night, and most of the following day, hoping for rescue from land or sea, till one by one, despairing of rescue, they dropped off, and nearly, if not all, were drowned. A few hours later there crawled to the scene of the wreck a tired-out man and horse and cart and rocket apparatus that had started that morning from 20 miles away. Early arrival with an efficient crew to work it, and the rocket apparatus would have saved most if not all the crew. The result of the outcry at this sad and preventable catastrophe was that the Naval Department of South Australia was made responsible for the Lifesaving Service, formerly under the Marine Board. This meant the maintenance and supply of 18 rocket stations and four lifeboat stations. We were to sink ships in war and to save them in peace. The preparatory work and precautions necessary in either case would keep the ship busy. At the same time reductions in the complement were made, on the principle of stimulating a team on an uphill pull by taking off two horses and adding a ton to the waggonload! Cruises, training naval reserve, training crews at lifeboat and rocket stations, gunnery training and target practice, slipping the ship at Fletcher's Slip, Port Adelaide, and that never ending sore — the building of the torpedo station — made a full programme. Our cruises were the most enjoyable, particularly to the cutports. We usually

took an official party, the list sounding curiously like Pooh-Bah's list of offices, in our case each separately represented.

The Shipping Strike

During the great 1891 shipping strike we were away for a time. Nightly in the small smoking room the case was argued for and against the strikers. The Bishop of Adelaide (Dr. Kennion) and old Richard Jagoe, 'Laird of the Sandhills' were on the side of the strikers. The Governor (Lord Kintore) smoked gravely and made no comment. Few Governors loved the sea better or were better sailors than his Lordship. With his largest pipe he was always on deck. To be the royal yacht visiting the outports with the Governor of the day was a pleasant break, though it involved fairly hard work at times. To be up at night navigating between ports and attending functions and festivities in the day, was no easy job.

From the first, with one exception, we had been very fortunate in our freedom from serious accidents; the exception occurred at Glenelg in 1885, when the PROTECTOR was firing the anniversary day salute on December 28. The breech of a gun blew open, and a young A.B. named Lewis was killed, and another man was seriously hurt, but recovered. Lewis was believed to be a Roman Catholic, and was buried as one. A few days later the leaders of the Jewish Church were granted an enquiry, which I conducted on board. It resulted in overwhelming evidence that he was a Jew, and the leaders of his church were given authority to take the necessary action for possession of his remains. "There are four Roman Catholic priests on the pier, Sir, waving for a boat," reported the quartermaster the following afternoon. I really did not feel equal to another tug of religious persuasions, and fled for the shore. It transpired, however, that these gentlemen were bound for the FITZJAMES, the reformatory hulk that for a few years was moored off Largs pier.

Jordan, our chief engineer, did not remain in the ship long, and Clarkson took the place he was exceptionally well fitted to fill. He had been a member of the staff that designed the engines and had been present at the building and launching of the ship -- a keen and able officer and clever engineer.

In 1892 Captain Walcot left on a year's leave. I don't think the captain could possibly have enjoyed his leave nearly as much as his first lieutenant and chief engineer. There were 101 things to be done. The engine room required refitting and extensive alterations. The torpedo station, which, with its constant demand for men, crippling ship work, keeping us tied up to Port Adelaide or Largs Bay, instead of enabling us to go on cruises, was my bete noire. Clarkson took the ship and began work at his engines at the Government Dockyard. I took all the ship's company, and placed them under Lund at the Torpedo Station. Both were completed in due course -- to our great relief and satisfaction.

A Tiny Nucleus

Only a few months after Walcot's return, the great crash of 1893 came. The land boom had burst some time before, but bad harvests and bank failures marked 1893 for its own. Walcot and Lund left, after (by order) retrenching the whole naval establishment down to 21 officers and men. Lund was retrenched and left for Norway, where he has since worked up to a high position in the naval service. I found myself in command, with Clarkson as chief engineer, Mr. Argent as chief gunner, and about 17 petty officers and instructors. It was a tiny nucleus. It seemed hopeless to think of working it up and expanding it to a force that would man the ship efficiently for service. Fortunately the late Sir John Gordon was Chief Secretary, and was as sympathetic as the iron laws of economy and retrenchment permitted. I was, after much asking, granted £1,000 for reserve training. I used the first instalment of this amount in getting the ship out of the Port river and out to Largs Bay. At any rate she could be made to look like a going concern. The staff of P.O's and instructors remaining were the pick of the whole force, and each worked with a will to do 10 men's work if necessary. My idea was to select and work up such a reserve that the ship could be immediately and efficiently manned. By past reserve experience it seemed hopeless. The men we trained disappeared -- they were the floating, the passing seamen. At that time an A.B.'s 'discharge' was a sine qua non qualification for service. Experience and observation when training country rocket and lifeboat crews had brought me into contact with quite another type,

and, to my mind, mostly superior to the wandering or passing merchant seamen; better suited too, in every way for modern ship-of-war service. They are brighter and smarter, far more active and capable of very high training, much higher than the merchant seaman reserve man, and, in truth, in many ways. far better seamen. To get these men into the reserve and train them would solve the difficulty.

A much appreciated increase in the training and cruising votes reacted sharply. We resumed training cruises. The PROTECTOR was once again seagoing. At a birthday review not long afterward there were actually over 200 naval reserve men present. With the help of willing reserve officers — Lieut. Commander J.C. Clarke, Lieut. Marshall Smith, P. Weir, and others — the force gradually recovered a good deal of lost ground, and possibly more. We did far more sea work than we had ever done, as year by year there came a slight but welcome increase in the naval vote. The South Australian Navy of one ship was once again an active reality. The commander of a French cruiser remarked to me as we walked up Largs Pier on the great advantage of that number, 'South Australian Navy? One sheep? Then you are not in any danger of collisions in your fleet'.

It was desirable that the Government and the country should have outside testimony of our worth and condition. So the admiral commanding on the station was asked to make an annual inspection. For these we made due preparation. The inspections usually came in the training months, and the keenness of the young reserves always brought them well through the test. There was a risk about one inspection by Admiral Sir H. Pearson. The boilers were badly in need of new tubes — once begun it could not be finished in time for the ordeal. With very threatening and many plugged tubes 'we chanced it'. The inspection went well. A clever invention of Lieut. P. Weir's for firing small arm ammunition from the small Q.F. guns particularly pleased the Admiral, and made the inspection more interesting. Running at speed up to and past targets had caused increased tube leaking, with considerable anxiety. We took the

Admiral up the Port river, which he wished to see, and just landed him in time. Manoeuvring to pick up our mooring buoys finished the tubes. We could not have moored another yard. However, the inspection had gone off well and the Government received a report that made the effort and risk quite worth while. It had other effects later.

Active Service in Chinese Waters

I parted temporarily with the PROTECTOR when I accepted an appointment to command in Queensland in April 1900. These were pre-Federation days, and each State provided for its own defence, as seemed to it best. A few short months passed, then the PROTECTOR was accepted for China service in the great Boxer outbreak, and I was sent in command. I was glad indeed to see the sturdy little ship steam into a berth in the Brisbane river, and also proof of the success of the training and reserve system organized in 1893, after the almost annihilating retrenchment. The ship had been manned and made ready for sea under a week. It was, indeed, a stroke of luck that brought me back into my own old force, every soul of whom I knew so well. All had been trained under me. Many of the men I had known in their homes in the coast villages -- Robe, Beachport, MacDonnell Bay, etc. Of the officers, Capt. Clare did the navigating; Lieut. Weir watch keeper; Chief Gunner Argent, besides instructional work, assisted me with executive duties; W.O. Turner, instructing and watch keeping duties. Last, but of course, not least, Surgeon Morris, to whom the success of the expedition owes much, quite the ideal man for the work, under such temporary conditions, and earned the confidence and regard of all on board. There was, in addition, a tall W.O. from the reserve, whose name, I am ashamed to say, eludes me at time of writing; and Gunner W. Blake, special service officer, lent by the Queensland Government.

One day in Brisbane sufficed to fill up with coal, water, and fresh provisions, and away we steamed inside the Barrier Reef, under the charge of a pilot. It will be noted that we were very short of officers. Besides the chief gunner

and myself there were no other professional naval officers. I was practically my own executive officer, which added very considerably to one's work and responsibilities, but all were keen and willing, and worked and drilled with zest.

There was a special reason for making the ship and all on board as fit as possible for any service required of her. Imperial defence policy discouraged and depressed any idea of naval development or naval advance in Australia. I had for years striven in every way to overcome this apparently uncompromising objection to Australian naval advance and earnest development of the sea resources available both for Australian defence and for their inclusion in the general scheme of Empire defence. I felt that the PROTECTOR's success would change this. The fact that a ship commissioned and manned in Australia was efficient for active service and served with and as part of the Imperial Navy must overcome all objections. From this out the views I had for years past put forward so strongly would be accepted.

Our hard training began the day we left Brisbane and continued right up through the tropics. How hard it was I only realized a year or two afterward, when glancing through a journal of the expedition written by Mr. Black, a special service officer, of long experience in the Chinese customs service. I think he remarked that a watch below by daylight was unknown, and he marvelled that the men worked so well. I did not. I knew them, and their desire to make themselves and their ship as fit as possible for active service. Our first check was at Thursday Island through lack of drinking water. A ship with such an armament had to squeeze out some requisite to make room for it. Water storage was very limited for a long voyage, and I depended on getting a supply at Thursday Island. Here they had no ship watering facilities and things looked blue; but Major (now General) Coxen and his subaltern, Lt. Brudenal White (now Gen. Sir Brudenal White, the distinguished Chief of Staff in Gallipoli and France), of the resident garrison, were not of the order to see us beaten. There was a fairly large reservoir or tank at the fort. Casks, tubs, tanks, and a relay of carts to the shore end of the pier, whence a long line of canvas firehose carried it to our tanks in the hold — and an hour or two saw our tanks full. At Ilo Ilo in the Philippines we filled up with coal, and got a most

cordial reception from the American cruiser HELENA. Her captain looked gravely at the PROTECTOR and her armament, and thought 'typhoons'. It was September, their worst month. Father Kelly, the Jesuit father, a great meteorologist, in charge of the Observatory at Manila, telegraphed:- 'Probably fine two days' i.e., before the expected typhoon could arrive.

It would take me about one and half days to get to Manila, leaving with 12 hours start. With a ship capable of 10 knots that is enough start of the typhoon to keep in the fair weather in front of it, when making for the China coast. Passing Manila it looked as if the margin of 12 hours had been reduced. Wind and sea were fairly strong and dead ahead, with a gloomy threatening sky. Reduced speed meant the approach of the disturbing gentleman behind us, and I was not disposed to make his acquaintance. Clarkson drove, and the good little ship bored through it right up to a few hours from Hongkong. All hatches had to be kept closed. The funnel, the little ship's most commanding feature, radiated heat yards away from it; below the temperature was hot to suffocation; on deck the relief was only too immediate; the half-drowning spray was heavy and continuous. Alternations of this kind are usually rather damaging to health, but we were free from sickness and had precious little sleep. My cabin was a Kew forcing house. Yet nobody was one bit the worse. We are inured in Australia to heat waves and sudden breaking up of droughts.

Arrived at Hongkong on Sunday afternoon, we received the interesting news that Father Kelly's typhoon would be up the following morning, and most of it kept the appointment. A dockyard official boarded us the next day, and politely asked the Chief Engineer for his 'list of defects'. 'Defects?' -- after only three or four weeks' continuous steaming. The dockyard official left precipitately under the glare kindled by such an insult. Defects in the PROTECTOR! He was certain that he had boarded a ship that was at least eccentric, if not quite mad. Every sane ship had on arrival from home a list of defects that would keep her in port for a month or six weeks at least.

The commodore received me and his first question was, 'When will you be ready to go on?'. 'At once, if you can fill me up with coal and water'. This also was surprising. 'I am wiring the admiral you leave on this day week. Meantime

get anything you want in the way of stores and fittings from the dockyard, and, of course, any work you want done'. 'Anything I wanted from the dockyard' seemed too good to be true. It is not necessary to say more than that for the sake of uniformity with Her Majesty's ship with whom we were now to be associated, I did not go further than removing too striking evidences of hailing from a land where naval economy was a cherished but exacting religion. The sun could be seen almost as distinctly from under our awnings as from outside them; boats' oars, from constant trimming of the ragged blades, were acquiring a curious, unusual look, and many important ropes were looking quite untrustworthy. Besides the regulation ammunition, and an extra lot possibly needed for active service, the chief gunner filled an aching void with all manner of requisites. Even the chief engineer, scornful of defects, permitted the intaking of a few necessaries. There was soon, indeed, an air of calm and happy content with all who were responsible for stores and more material things. Perhaps the lay mind can realize the state of mind of the young lady on a dress allowance of £5 a year, being allowed a free run of an Adelaide drapery establishment.

While we were at Hongkong a German naval officer asked, 'What ship brought your armament up for you?'. His idea was that the PROTECTOR could not carry her big guns at sea or on a long voyage and had been placed under a crane to ship them at Hongkong!

Making for Shanghai

After the first 24 hours, as we cleared the Lyee Moon Pass and met the very gentlest swell, I was surprised that it flowed over and across the whaleback. As its waters poured off the round back, I felt the little ship had lost something of her buoyancy. True that we had improvised a tank by filing up the compartment between the steam and the collision bulkhead, the only one available, and about as hampering to a ship as the added weights a jockey has to carry would be if tied to his mount's nose. Still for all this, I felt the poor little £5 a year dressing allowance lady had done pretty well at

Hongkong.

Shanghai was our destination — a breezy passage, and there in the senior officer I found an old friend of many years past in Capt. Clarke. Here it had been truly again a case of the calm cool head saving the place, and again, as so often, the cool head was the captain of a British cruiser — Capt. Clarke, by quiet courage and a cool head, in a very difficult situation, had saved the place from untold bloodshed.

At Wei Hai Wei we met the TERRIBLE, commanded by Percy Scott, whom I had not seen for many years. I saw and took much profit by all his gunnery devices, which he very kindly explained; and thence to the end of our journey at Tientsin. Here was such a forest of masts and a mass of shipping of all nations that the British Fleet and Sir Edward Seymour's flagship, the CENTURION, were only made out when we came within a mile or two of the anchorage. Sir Edward Seymour plied me with questions, asked, and noted many details and particulars of the ship.

'Any how many sick have you?'

'None sir; the fact is we've no place to put them'.

I told him of our gruelling trip to Hongkong.

'Well, if you have no sick, I'm hanged if I see why anybody else should have any sick'.

I learned later that a battleship anxious for a run to Japan had submitted a big sick list in support of her request.

Here one feels strong temptation to join the troops and describe the Boxer revolution, but I must stick to my brief. The next day PROTECTOR was signalled to prepare to coal on the morning following (Sunday); also (being a small ship) I was asked to signal the number of men I required to help the coaling. I replied 'none'. The Admiral asked me to dine that night on the CENTURION. He regretted the Sunday coaling, but it was imperative. Across the table to Capt. Jellicoe, 'You are sending him a strong working party, Jellicoe?'

'He's declined them with thanks, sir'.

'Ho. Going to teach us how to coal is he? Better send a committee of officers to see how he does it, Jellicoe'.

This was very amusing. I kept my own counsel. Coaling was really our 'long suit'. I well knew that far the greater proportion of the PROTECTOR's men were well used to working cargo in all kinds of ships, particularly coal cargoes. At 7 a.m. we were alongside the hulk. Our people had an inkling of what was in the air, and at 1.30 p.m. we completed our coaling, and steamed from the hulk. It had been considered an all day operation. As we swung clear the flagship made the commendatory signal, 'Very well done'.

Shan-Hai-Kwan, the Tartar city, sea end of the great wall, was our next port. We were to have landed here all the men we could spare, but that was countermanded. The fortifications at Shan-Hai-Kwan are a row of powerful forts heavily armed. An attack in force by all the Powers was being arranged when suddenly the forts capitulated, and the Boxer army retreated inland. This occurred the very day the PROTECTOR entered the Gulf of Pechili and arrived at Tientsin. It is not ⁱⁿ any way certain that our arrival (there were some 30 other ships of war there) had any effect on the Boxer general's decision. There did not occur any opportunity of enquiring. The real manner of the capitulation and retreat, and how it was associated with Lt. Cmdr Briggs and Lt. John Green of HMS PIGMY, is a delightful tale, of wonderful and successful -- well 'cheek' is the only word, and only Kipling could do it justice! The main fighting had all long been over before our arrival on the scene and there was no more in view. Our work consisted in odd jobs, and services here, there, and everywhere.

Homeward Bound

The gulf was growing exceedingly cold. Water froze on the decks when washing them in the morning. So altogether in November we were not sorry to get orders for Hongkong and home -- Port Adelaide. The DIDO cheered us as we passed her in a rising gale, and her Scotch pipers played us out. A young Highlander of ours, from the heights of Kingston or Port Adelaide, well out of sight of the bridge, replied with a highland fling on the whaleback.

In November typhoons are as out of season as strawberries in an English Christmas. At Wei Hai Wei our old friend at Manila, Father Kelly, reported there was one crossing Luzon. It was laughed at by the captain of a coaster as absurd. Some days later in the Formosa channel we encountered the northern face of this 'last rose of summer,' and it gave us a rough night, only to show once more the little PROTECTOR's wonderful sea qualities. We had the gale nearly dead astern, and ran before it with engines easy, and an occasional oil bag over. We shipped no water whatever. I learned the first night in Hongkong, while dining with an old friend in command of the ARGONAUT, cruiser, that my fellow-guest, commanding the store ship HUMBER, in perfect sea trim, had been close to us in the channel, and was pooped three times. The typhoon centre had passed over Hongkong Harbour, and done the usual heavy damage -- perhaps the more so that, being out of season, the warning signal was regarded rather sceptically. However, even an out of season typhoon has considerable power for mischief.

After calling at Manila and Amboyna, we had a pleasant passage to Brisbane, where I resigned command. The ship took part in Lord Hopetoun's reception on his arrival to be our first Governor-General. At the review, a Protector reserve, A.B. Kerrison, from Macdonnell Bay, took the right of the whole naval line. When, after FEDERATION, I was in office in Melbourne, the PROTECTOR did duty as training ship for the reserve in South Australia, Victoria and New South Wales. With the increase in the Naval Forces (from about 1909) she became gunnery training ship at the Victorian Depot, the principal fleet training establishment. One big auxiliary service she carried out under Commander P. Weir. There are few more anxious undertakings than sending dredging craft and dredging plant across the Bight to Western Australia. With such a thorough skilled, and experienced seaman as Commander P. Weir to do the work, I jettisoned half my anxieties, and when he had the PROTECTOR under him for the task I got rid of the remainder. The whole plant was transferred to Western Australia without any loss or damage whatsoever.

After my arrival in Australia, in a private letter Capt. Jellicoe said, among other things of the South Australian contingent, that he had found the

PROTECTOR 'never sick or sorry, and always ready for a job of work'. That well describes the little ship itself.

I had fondly hoped that with the end of the China excursion, if satisfactorily carried out, would come an end to opposition to Australian naval development. Surely, if we could show that we could man and make efficient such a ship, and that under exceedingly disadvantageous conditions, she could be readily manned for active duty, encouragement to develop naval power in Australia would follow. It did, but not for nine years, in 1909, during which I never ceased to urge our case."

This is the end of the articles.

William R. Creswell was born at Gibraltar in 1852 and entered the Royal Navy at the age of 13 years. He was invalided out of the service in 1878 and later migrated to South Australia. In 1885 he joined the South Australian Naval Force as lieutenant and remained with the service until early 1900 when he resigned to take charge of the larger Queensland Naval Force. The ministers of the South Australian Government were loath to see him depart but were unable, or the Government as a whole, unwilling to offer him any advance on his salary of £300 per annum. The arrangement was that he would retain his status as an officer in the South Australian Naval Reserve while on active service in Queensland. With the Federation of Australian colonies in 1901 provision was made for defence but nothing was immediately proposed in reference to Naval forces. In 1902 Captain W.R. Creswell, Commandant of Naval Forces, Queensland, was asked by the Commonwealth Government to report on Australia's naval requirements. His report was not acted upon but it led to his being appointed Commandant of the Commonwealth Naval Forces. The substance of his oft stated views were eventually embodied in the steps taken to create the Royal Australian Navy of which he became First Naval Member on its creation in 1911. He was promoted Rear Admiral in 1911, Vice Admiral

in 1922 and he died in 1933.

The South Australian Navy

As early 1865 it was, in theory, possible for any British colony to establish a naval force. The 'Colonial Defence Act' of that year made it legally possible for any colony to own and man a ship of war and had provisions in it whereby officers of the Royal Navy could be loaned to assist in training the crew. There were also provisions in the act to permit colonial seamen being recruited into a naval reserve which would to all intents and purposes be a branch of the Royal Naval Reserve. It went on to state that in the event of an emergency, if the ship and crew were offered to Britain for active service, and accepted, then the unit and men automatically became part of the Royal Navy and subject to all of that service's rules and regulations. The same act also permitted such ships of war to wear the blue ensign defaced with the badge of the colony in the fly.

South Australia did not make use of this legislation at the time being content to rely upon the protection of vessels of the Royal Navy's Australian Station. Various officials in England, over the years, had stressed that the Royal Navy would protect the colonies although by 1870 these same colonies had been advised that military protection would cost £40 per man per annum!

In South Australia it had long been recognised that the most likely form of attack, as Creswell later reiterated, was that carried out by a commerce raider which would either bombard the shipping in port or else blockade a port and demand a ransom. To guard against such an eventuality one recurring suggestion was the construction of large forts along the shores of St. Vincent's Gulf, preferably at Glenelg and in the vicinity of Port Adelaide. Eventually the first fort of this nature was constructed on sandhills at the rear of Port Adelaide. Named Fort Glanville the battery fired its first test rounds in October 1880.

Meanwhile there was another 'Russian Scare' in 1876-77 and a conference of Australasian colonies held to discuss the question of defence. The two men despatched from England to discuss the question with the local legislatures eventually made the recommendation that the deepsea operations necessary to guard trade routes in the Pacific should remain the prime responsibility of the Royal Navy but that the colonies should be encouraged to provide gunboats and torpedo craft, manned by locally recruited Naval Brigades to protect major ports.

One of the two British representatives was Major-General W.F.D. Jervois who shortly after this mission was appointed Governor of South Australia. He continued to stress the views outlined in his report to the English government while in office in South Australia and it is usually attributed to his efforts that a South Australian naval force was brought into existence. Following the passing of enabling legislation a contract was signed in November 1882 with Sir William Armstrong & Co., Newcastle on Tyne for the construction of a specially designed vessel capable of service in the gulfs of South Australia but armed heavily enough to engage a reasonably gunned commerce raider. It was to be superior to a gunboat and was classed as a cruiser.

As the war vessel was nearing completion in England during 1884 the necessary 'Naval Discipline Act' was passed in South Australia bringing into being the Naval Forces of South Australia, in the terms of the 1865 act of the British parliament.

The vessel ordered in 1882 was given the apt, if somewhat mundane name of PROTECTOR. She went on trials off Newcastle-on-Tyne June 19, 1884 with representatives of the British Admiralty aboard, and achieved an average speed of $14\frac{1}{2}$ knots. It was claimed that the ship was the most formidable of her size afloat and the total cost, including armament was £65,000.

The press of the day described the ship in some detail. She was usually said to be a cruiser, built of steel and displacing 920 tons. Of 188' length and beam of 30' she had a loaded draught of 12'6". Twin screw, coal fired, her steam engines developed 1,640 hp. She was originally provided with some sail and was rigged as a topsail schooner, but this was ~~not~~ for the delivery

voyage which was completed when the ship anchored off the port September 30, 1884. PROTECTOR received an enthusiastic welcome and the Adelaide daily newspapers devoted considerable space to reporting the ship, the crew and the anticipated use to which the vessel would be put; for some time she was called 'our gunboat' and claimed to be as heavily protected as any other British gunboat. This term gradually was replaced with the word 'cruiser'. While the trip was made under merchant ship articles most, if not all the crew were former Royal Naval officers and men. Some, like the surgeon, had signed on simply to obtain a free trip to Australia, others hoped to remain in the ship when she commissioned as a naval vessel. Numbers were mentioned in different reports but it seems likely that a full wartime complement, as designed, was in the vicinity of 80 officers and men, while the normal peace complement was in the vicinity of 45 and for the delivery voyage the crew numbered fifty. For the voyage she was under the command of Capt. J.C.P. Walcot, R.N., who was to be appointment Naval Commandant of the South Australian Naval Forces upon his arrival, her twin compound steam engines being the care of William Clarkson who had been employed with the firm that designed and constructed them. He remained with the South Australian Naval Force as senior engineer until the force was absorbed into the Royal Australian Navy and was at one time Third Naval Board member and achieved the rank of Rear-Admiral.

The PROTECTOR's main armament consisted of one 8 inch, twelve ton breech loading gun in the bow, and five 6 inch, four ton guns, two on each broadside and one mounted on the stern. The secondary armament was five, ten barrel Gatling guns firing 1,200 rounds per minute. The 8" weapon fired a shell of 180 lb with extreme range of 7,500 yards. The 6" guns fired an 80 lb shell.

Captain Walcot immediately began training his crew and the government enlisted naval reservists from time to time, but the main employment for the ship in peace was simply to prepare for the defence of the Colony against possible raids by commerce raiders in times of war. To this end regular training was the order of the day. Annual naval manoeuvres were commenced to test the standard of training and, as related by Capt. Creswell, the results were displayed to one of the senior

officers of the Royal Navy's Australian Station. On one of these training manoeuvres, for example, some of the crew from PROTECTOR had to attack the Torpedo Station in the North Arm. These 'war games' were popular with the men and stimulated interest in the service.

While bought for the defence of the Colony there was no Defence Department and the duties of the ship and men were subject to the whims of the government of the day. This had an unfortunate effect on the morale of the force and led to disputes between the authorities and the Naval Commandant. In what appears to have been the first major disagreement the Naval Force was made responsible for crewing the Marine Board's steamer GOVERNOR MUSGRAVE. This iron hulled screw steamship had been built for the Marine Board in 1874 and was used to service lighthouse installations, marker and channel buoys, etc., and generally in the service of the Board, including an annual inspection of jetties and anchorages at outports. In 1885, during one of the periodic downturns in the economy, it was resolved that the GOVERNOR MUSGRAVE should be laid up and the crew discharged and that in case of need a crew was to be provided from the PROTECTOR. Walcot was unable to have the decision altered and the arrangement continued for some years and it was, in fact, the basis of yet another task for the Naval Force. In 1888 the sailing ship STAR OF GREECE was wrecked when starting out on a voyage from Port Adelaide and there was considerable loss of life. The resultant public outcry led to an investigation into the Marine Board which hitherto had been responsible for lifesaving around the coasts of the Colony. Had GOVERNOR MUSGRAVE been manned by her own crew and ready for action it is probable that many more lives may have been saved, but in the event the results of the enquiry pointed up other sins of omission or neglect on the part of the Board. However the net result in so far as the Naval Force was concerned was that PROTECTOR now was ordered to service and train the rocket apparatus and it's volunteer operators at the various ports and stations along the coast. That this particular service resulted in some good for the Naval Force is claimed by Creswell in his review of the activities of the Colonial navy. He said that while on this particular duty he found that

the type of men, fishermen and others, who volunteered for lifesaving duties were far superior than the transient seamen normally used or enlisted as reservists, and by turning to them he was able to provide a much more reliable and efficient naval reserve.

The Australia wide depression of the early 1890's put the existence of the South Australian Naval Force in the balance. Finally in 1893 it was decided that rather than sell PROTECTOR all her permanent ratings would be dismissed leaving the Naval Brigade volunteers to maintain her with the Commandant being placed on half pay. In August Walcott resigned his commission in the South Australian Naval Forces and returned to England and Creswell, who had been the next senior officer since joining in 1885, was promoted in his stead.

The only active service for PROTECTOR while a unit in the South Australian Navy was when she was sent to China as outlined in some detail on page 8.

The only other active unit of the South Australian Naval Force appears to have been a torpedo boat. The idea of a torpedo boat was often trotted out in the press and in fact a torpedo station was built on the banks of the Port river. The plan, initially, being that should a naval vessel force her way into the river fixed, land based torpedoes could be fired. The original 'torpedoes' were more in the way of being fixed mines that could be denonated from shore, but later twelve Whitehead torpedoes were purchased.

In 1889 when the proposed fort at Glenelg had been on the drawing board since 1885 (and the guns purchased) the South Australian Government decided to obtain a report from an eminent authority on the advisability of such defence works. The report, when received, was hardly encouraging and pointed out that while the fort was intended to protect Adelaide from bombardment and the shipping at the anchorage it would probably do neither. He therefore suggested that the proposed fort be abandoned and that the money saved be spent on providing a torpedo boat. At this time nothing was done to obtain the torpedo boat but the plans for the fort were ultimately 'forgotten' and it was never built.

However, at some as yet undiscovered date, a torpedo boat was purchased. It had been originally the property of the Tasmanian authorities and had been built in 1884 by Thornycroft. It was a vessel of 12 tons, 63' long by 7.5 wide and cost £3000. She was unnamed but was usually 'Tasmanian T.B.No.1'. This galvanised steel vessel, according to the recollections of an old Portonian who as a boy lived at the Torpedo Station where his father was caretaker, was towed to South Australia and made a very eventful voyage. He recalls that the battened down ship turned turtle in the Strait and they had to put into Portland where she was parbuckled upright before the tow* could be resumed. An extensive search of contemporary newspapers has so far failed to reveal any information about this trip and the date could not be established when this elderly informant was questioned. Tasmanian records do not appear to throw* any light on the subject, either. Other old residents of Port Adelaide can recall the vessel lying abandoned in the Harbors Board dockyard area in the early years of this century. Creswell, in an article that was published in 1906, noted the existence of various torpedo boats in the Australian states and included one as being in South Australia. The vessel does not appear to have been taken over by the Commonwealth when the federal government finally began to operate a naval force and there is an air of mystery about the whole question.

Some British Naval Ships Associated
with South Australia

HMS LADY NELSON The first ~~BRITISH~~ sighting of the South Australian coast appears to have been made by Lt. Jas. Grant, commanding the 60 ton brig, LADY NELSON, December 3, 1800. A note in the log for that date records the sighting and naming of Mount Schanck and Mount Gambier and Cape Northumberland.

HMS INVESTIGATOR This ship, in charge of Matthew Flinders, made the first known extensive exploration of the coast of South Australia. The ship arrived abreast of the 'Unknown Coast' January 28, 1802 and continued eastward where every prominent feature of the coast was named. In April 1802 Flinders met the French explorer Capt. Nicolas Baudin of the ship LE GEORGRAPHE in what is now known as Encounter Bay. The voyage of the INVESTIGATOR continued and on April 18, 1802 she passed Cape Northumberland en route to Sydney. The life of Flinders has been subject of many learned works but the later history of his ship, which has such strong ties with South Australia, was until recently unknown. With permission of the author, Mr. R. T. Sexton, we reprint 'A Brief History of H.M. Sloop Investigator' which appeared in Australasian Shipping Record November, 1971.

"H.M. Sloop INVESTIGATOR was built as the collier XENOPHON at Monkwearmouth, county Durham, in 1795. When registered by the builder-owner Henry Rudd, at Sunderland January 1796, she was described as a three masted, square sterned ship with no head or gallery, and with only one deck. Her dimensions were 136'0" extreme length, 28'4" breadth and 19'0" depth of hold, giving a burthen of 328-6/94ths tons.

"After passing through the hands of James Dunning, of Darlington, and George Wakefield of North Shields, the XENOPHON was sold to the British Government in April 1798 by a Mr. G. Brown. The purchase price was £2,900. She was intended as an armed ship, but was instead refitted as a sloop by Mr. Pitcher at his Linehouse Hole yard (on the Thames). A naval list of the day records that

she was now a sixth rate sloop of 334 tons, with gundeck length of 100'4", keel 97'0", breadth 28'5", depth of hold 11'0". Her armament was eighteen 32-pounder carronades, two 18-pounder guns for chase, and her complement 80 men. It seems certain that the hold beams were planked over to form a lower deck, a new gun-deck was installed and the topsides raised to suit the new quarter deck, gangways and forecastle. Quarter galleries and figurehead would have been added at this time. Stationed at the Nore under Captain G. Sayer, XENOPHON was employed on convoy duties; she is known to have been in charge of the Hull whaling fleet in 1799.

"The name of the ship was changed to INVESTIGATOR on January 19, 1801 when Matthew Flinders was appointed to her command for a voyage of discovery to Terra Australis. For this voyage, additional cabins were installed under the quarterdeck for the 'Men of Science', and the heavy carronades were replaced by six 12-pounders (carried on the quarterdeck) and two long 16-pounders.

"With the receipt of sailing orders and a passport from the French Government, she sailed from Spithead July 18, 1801. After calling at the Cape, and refitting at King George's Sound, the INVESTIGATOR started her cruise along the southern coast of the Australian continent. By early February Flinders had reached the furthest point of Nuyt's Land, discovered by the Dutch in 1627, and in the course of the next two months exploration of the 'Unknown Coast', discovered and named Kangaroo Island, Spencer's and St. Vincent's gulfs. On April 8, 1802, a ship was sighted at what became Encounter Bay. This proved to be LE GEOGRAPHE from France under command of Baudin, also 'on discoveries'. Flinders continued his survey to Bass Strait, then sailed on to Sydney. The voyage was resumed northward in company with the LADY NELSON, but was terminated in March 1803 near the Wessel Islands with the approach of the monsoon season, and the realisation that the increasing leakiness of the ship was due to the deterioration of the ship's fabric.

"Flinders circumnavigated Australia during his return to Port Jackson, where the ship was condemned June 14, 1803, and was placed at permanent moorings

as a hulk.

"In May 1804, Governor King of New South Wales wrote to the British Admiralty pointing out that upon further examination, the lower part of the hull had been found to be remarkably sound. The topsides were cut down to the sills of the gunports, and general repairs carried out. She returned to deepsea work in the service of the colony under command of Lieutenant Houston. It was later decided that INVESTIGATOR should return to England with important despatches and she sailed thither May 23, 1805.

"INVESTIGATOR was among the vessels condemned by the Navy Board in England July 28, 1810, and was sold by private contract to Mr. George Baily for £1253.

"Instead of being broken up at this time, as had been previously assumed, the ship was returned to mercantile duties and reverted to her original name, XENOPHON.

"Her Customs register was transferred to Maldon, county Essex, in 1812, and she appears in Lloyd's Register for the first time in 1813. It appears that the vessel had been rebuilt to practically her original dimensions, but with two decks, and now adorned by a bust and quarter badges. She at this time was rigged as a snow - similar rig to a brig except that it bends the fore and aft mainsail to a trysail mast whereas a brig bends it to the mainmast.

"XENOPHON remained in the ownership of Richard Gardner of Althorn, Essex, until at least 1824, when she was transferred to the London register. Later she was owned by T.S. Dobinson of Newcastle-upon-Tyne, and then by E. Young of Shields.

"The last meaningful entry in Lloyd's Register appeared in 1851, noting a voyage to the Mediterranean.

"Remarkably, most of the voyages recorded for all these years since sold out of the Royal Navy, were to North America, and to Quebec in particular. However, she visited Archangel in 1816, Petersburg in 1842 and the Mediterranean in 1845.

"On August 1, 1853, the XENOPHON arrived at Geelong from Liverpool under command of a Captain Thomas, attracted no doubt by the gold rush. Her movements during the next few years have not been traced, but in 1860, her previous register which by now had been effected at Liverpool, was transferred to the port of Melbourne. In a subsequent registration at Melbourne, she was described as a two masted hulk with only one deck and had been blessed with official number 36957. On June 10, 1864, Robert Wright sold the vessel to John Courtis of Williamstown, who in turn sold her to her final owners, Merris.H.R.Reid, J.C.Poole & C.M.Poole on February 25, 1867. Captain James Deane joined this propriety a year later. They traded under various names and were all well known lightering contractors on Port Phillip bay, bringing wool up from Geelong to Melbourne and discharging many of the ships which at time could not get up the Yarra.

"The first of Reid, Poole & Co., was listed in the Melbourne directories from 1863 to 1873. Later the entry was H.R.Reid & Co., merchants, steam tug and floating dock proprietors. Passing through a number of name changes it eventually became part of the group which reformed into the Melbourne Steam Ship Company Limited.

"So the INVESTIGATOR spent her final years at Port Phillip, which as far as he knew at the time, Flinders had discovered in this vessel in 1802. In fact, he had been forestalled by Murray in the LADY NELSON by just ten weeks.

"By an oversight the XENOPHON remained on the Mercantile Navy List until 1882, but the last entry on her registration at the Customs House, Melbourne, records the end of this historic ship as:- 'Vessel broken up in 1872'."

HMS BUFFALO This ship carried the first Governor of South Australia to the Colony, Capt.John Hindmarsh. She was commissioned for the trip April 23, 1836 in Portsmouth and eventually sailed July 27 for South Australia. Having visited Port Lincoln December 24, Captain Hindmarsh then went onto Holdfast where he landed and officially proclaimed the Colony December 28, 1836. Governor Hindmarsh, his wife and family and many of the official party remained aboard the ship until accommodation was available on shore. Hindmarsh left April 15, 1837. The ship finally left Holdfast Bay June 14, 1837.

The ship had been built of teak at Culcutta as an East Indiaman and named HINDOSTAN but was purchased by the British Admiralty in November of either the year she was built, 1813, or more likely, 1831 when she was renamed and used for various purposes while nominally named a storeship. She made at least one voyage to Australia with convicts (1833-4) and on that voyage, as when finished with the colonisation of South Australia, she travelled on to New Zealand to load spars for use by the naval dockyards in England. On the morning of July 28, 1840, she was totally wrecked at Mercury Bay, New Zealand and two of her crew were drowned. According to Ingram in 'New Zealand Shipwrecks' (fourth edition, Reed, Wellington, 1972) BUFFALO had sailed from England toward the end of 1839 with convicts for Tasmania. (Bateson in Convict Ships, while listing the 1833/4 departure, does not mention this later voyage) Ingram continues that when the convicts were discharged the ship proceeded to Sydney where a detachment of troops were loaded for New Zealand and she departed hence April 5 arriving at the Bay of Islands April 16. She then proceeded to Mercury Bay to load spars for England, arriving there July 22. She sailed July 25 but in view of adverse weather was forced to return to Mercury Bay the same day. The following day the wind rose to a gale which increased in violence until BUFFALO was driven ashore July 28 to become a total wreck.

The ship was 589 tons builders measurement, 120' x 33'10" and had a depth of hold of 15'8", and was constructed of teak.

About 1900 the wreck was visible and some of the wood was salvaged and sent to the Adelaide suburb of Glenelg, on Holdfast Bay, where it was incorporated in a Mayoral chair. From time to time relics of the ship have been found at what is now named 'Buffalo Beach', and after a violent earthquake in May 1960 in South America tidal action once again exposed the wreck and attempts were made to tow it above the normal high waterline, but without success.

HMS VICTOR The 382 tons (Builders measurement) brig-sloop of this name arrived at Holdfast Bay April 17, 1837, in command of Capt. F.R.M. Crozier, who surveyed and named Port Victor (now Victor Harbor). This 18 gun vessel had been built at the Bombay Dockyard in 1814 and was lost when

she foundered in the Atlantic during August 1842.

HMS BEAGLE This 10 gun brig-sloop was launched at the Woolwich Dockyard in May 1820 and was commissioned for survey duties in 1825. She spent the period 1837-1843 examining sections of the Australian coast including St.Vincent's Gulf. During her surveys she made two visits to the new colony, one in 1840 and the other in 1842. The charts prepared by this vessel were the first employed to produce an admiralty chart of the area.

Ships of the South Australian

Colonial Government

RAPID When this vessel was registered at Port Adelaide in 1840 she was said to be 153 tons, 74.5 x 20.1 x 13.6; 2 mast square rig (usually said to be brig, but actually snow rigged) and was built in 1826 at Yarmouth. Purchased by the Colonisation Commissioners, a body set up by the British Government to control the establishment of the Province of South Australia, this ship under the command of William Light, who had been appointed surveyor general to the new Province, was despatched late April 1836 and arrived at Kangaroo Island August 20. Her cargo was listed as 'Provisions, ordnance and survey stores' and 24 people were listed as passengers.

While this vessel was not actually the property of the government of the new colony it was used on many official occasions and can be considered to be the first of numerous ships obtained by the province. When the duties of civil governor and resident colonization commissioner were merged at the time of the appointment of Gawler the RAPID came under direct control of the colonial authorities. She had made a return trip to England, returning in June 1838 with among her cargo some marker buoys, and her commander, Lt.W.G.Field, R.N., left her and went to Sydney, but later returned to settle in South Australia.

RAPID continued to be employed on government duties but in an endeavour to reduce government expenditure she was sold to the South Australian Company and others for use in connection with the whale fisheries and another, much smaller vessel was purchased by the Government. RAPID was finally wrecked on a reef near Rotumah, in the Pacific, January 14, 1841, while on a voyage from Sydney to China via New Zealand.

WATER WITCH Wood, one mast cutter, 25 tons, 35.6 x 16.0 x 6.7: Built 1834 at Hobart town, one deck, square stern, clinker built. Purchased by Governor Gawler for the use of the government in October 1839 for £300 to replace RAPID. The vessel had been in South Australian waters for some time and for a period had been chartered to the South Australian Company. Her employment while the government cutter was various, among other things she delivered stores and equipment for Eyre's explorations. Her main activity seems to have been in association with the survey of Encounter Bay. She then sailed up the Murray river for several hundred miles to the Government Station at Moorundie, about two miles below the site of present day Blanchetown and never returned. During a heavy blow on December 5, 1842, she sank at her moorings in about 15 feet of water, due to her boards which had not been caulked for ages, leaking badly. Several attempts to raise the vessel were contemplated but never carried out.

LAPWING Wood, one mast cutter, 33 tons, 37.9 x 14.8 x 7.3: Built 1835 at Sydney and named JANE & EMMA. One deck, square stern, carvel built. The vessel visited South Australia twice early in 1845 and was for sale. The South Australian authorities, without a vessel of their own since the loss of WATER WITCH began negotiations and eventually purchased it for £200 and spent another £278 on repairs and alterations. According to L.J.Ewens, ('Little Ships' Pioneers Association, No.20/53) after proclamation of Robe as a port this vessel made many trips to that place — being in 1847 almost continually in that run. In view of the construction of a new schooner for the Government this vessel was auctioned in 1848 and reverted to her name of EMMA & JANE and was wrecked

YATALA Wood, topsail schooner, Built 1848 at Port Adelaide. 65 tons, 68 feet long. (As this vessel was never registered and to date no official records of her building or design have been located particulars are scant). The launching ceremony took place July 28, 1848, when Mrs. Lipson, wife of Capt. Thos. Lipson, R.N. Harbourmaster, Collector of Customs and Naval Officer of the Province, named the vessel. However it stuck on the ways and it was some days before the vessel was put into the river. Yatala is the native name of the country through which the river Torrens runs, according to reports of the launching. The hull was pierced for six guns but she never appears to have carried more than two.

Governor Robe had apparently foreseen the need to replace LAPWING and had conveyed this news to England, but in what must have been an unofficial letter. None the less in 1849 a new schooner arrived in Sydney which was said to have been ordered by the South Australian authorities. The Sydney newspapers of October noting the arrival of the ship which was named AUSTRALIA, said that it seemed strange that the vessel had been sent to Sydney. The 'Southern Australian' of Dec. 18, 1849, reprinting the item from the Sydney papers commented tersely that the late governor Robe had ordered the vessel on his own account and it was not wanted in South Australia and suggested that it be sent on to Mauritius so that Maj. Robe, who was then thought to be at that place, could make his own arrangements.

The Yatala was employed in surveying duties as well as assisting in lifesaving such as when she attended the wreck of the steamship OSMANLI in 1853 and took the survivors to Port Adelaide.

In 1863 the portion of northern Australia, now known as the Northern Territory was ceded to South Australia. Up to that time it had been part of New South Wales. While a number of hydrographic surveys had been carried out by ships of the Royal Navy, these very general investigations were not considered sufficiently detailed and the South Australian government made arrangements for further work in this field to be carried out under Admiralty supervision but by ships of the colonial administration. YATALA was despatched to

assist in this programme and arrived in 1864. Shortly after her arrival, however, she grounded and lost her rudder and part of her keel and had to be sent to Timor for repairs as there were no facilities locally. Upon survey at that place she was condemned and sold and no further trace of her has been located.

BEATRICE Wood, 2 mast schooner, 94.1 x 19.1 x 11.5, Built January 1860 at Newhaven, Sussex, one deck, carvel built, square stern. Originally came to Australia in March 1862 having been sold by James Weller of London to Thomas Must, of Portland, Victoria, and re-registered at that port as No. 1 of 1862. In September 1862 it was sold to the Lords Commissioners of the Admiralty and the Province of South Australia. She was obtained for survey work in South Australia but with the transfer of the Northern Territory to the control of South Australia it was suggested that she make an examination of the coast line in the north. This was opposed by the Admiralty who held, rightly, that the ship was unsuitable for tropical service, however pressure resulted in the ship being sent to the Northern Territory for two extended cruises. Cooper (Naval History of S.A., Adelaide, 1950) says: "During her extensive hydrographic survey carried out in 1864-5 she rendered valuable service to the settlement recently established at Escape Cliffs. In addition to Commander John Hutchinson, she carried a complement of twenty..."

"Leaving Port Adelaide again in 1865, now under the command of Lt. Howard, **BEATRICE** continued her survey, co-operating with a land exploration party led by Jon McKinley. **BEATRICE** returned to Port Adelaide in September 1866.

"Additional ships of the Royal Navy carried out surveys in the Northern Territory after the departure of **BEATRICE**, including **MYRMIDON** (1885) and **FLYING FISH** (1886)"

By virtue of the British Admiralty's half share in this ship she was listed as a Royal Naval vessel, and continued in surveying duties around the South Australian coast until 1880. The surveys were generally concluded by 1880 and the South Australian government purchased the Admiralty's half share and **BEATRICE** became a colonial vessel and for a time was laid up. Then, in 1881 in need of a marker to assist the mooring of the mail steamers, which at the time anchored off Glenelg in Holdfast Bay, as the hulk **HARRIET HOPE** was transferred to Port Augusta, the **BEATRICE** was stripped down and moored. She remained on

this duty until 1888 when her mooring was moved to Semaphore where she did the same work. Displaced when lights were installed to help the mail liners come up to their correct moorings, she was sold by the government and was once more re-rigged and passed into commercial service. She was wrecked near Port Lincoln, February 4, 1897.

BLANCHE Wood, cutter, about 12 tons burthen and built about 1853 by Mr. Morris, under the superintendence of Mr. Taylor in the Government Boatyard, Port Adelaide. Not registered and no further detail has been located. Usually described as a government 'tender', she was employed from time to time assisting with surveys around the coast of the Colony. The Adelaide 'Advertiser' July 26, 1865, published a telegram from the Harbourmaster, Wallaroo, to the President of the Marine board with said 'The BLANCHE is a total wreck, drove on the beach at 2.30 this morning'. The 'Express' July 26, also published the telegram with the further comment that "...poor Blanche has thus quickly followed her companion vessel the Yatala. It is also a remarkable coincidence that the same master was in command of both vessels at the time of their catastrophe". In their issue of July 31, 'Express' printed a lengthy letter of explanation from the master (Mr. Graham) which in part said he was only the chief officer of Yatala when she was lost. The Adelaide 'Register' Saturday July 29, reports the loss thus: "The Government tender Blanche went ashore at Wallaroo July 26 and became a total loss. At the time there were on board the master (Mr. Graham), Mr. Michelmores, and two seamen. The wind throughout the night blew furiously, but no apprehension of danger appears to have been entertained on board prior to the accident as the tender on the previous day was secured to her moorings near the jetty and it was supposed that she would ride out the gale..."

SWALLOW Wood, one masted cutter, 24 tons, 57.2 x 15.7 x 6.4: Built 1860 at Wellington, River Murray. one deck, square stern. When first registered the name was SWALLOWS but while in South Australian government service, from the time of her purchase in May 1878 the 's' was dropped.

She was sold out of Government service and in March 1885 re-registered as a commercial vessel in Port Adelaide.

FLINDERS In May 1865 a newly built vessel was purchased by the Marine Board and substantially altered for use in the maintenance and repair of moorings at South Australian outports. The purchase was necessary as BEATRICE had been despatched to the Northern Territory and there was no other suitable vessel in Government service. The vessel, which had been constructed of NSW cedar on the Clarence River as a speculation, was purchased on behalf of the Marine Board by the President, and before it left Sydney a special lifting gear was installed to assist in the laying of moorings. The President of Marine Board on his return to Adelaide said that the vessel was ready for work and in fact was to visit Port MacDonnell while on her delivery voyage to attend to the moorings there which had been subject of much adverse criticism. The vessel, which had been named FLINDERS, was 102 tons, register, and measured 87 feet by 22 feet. She cost £2,000 and the new lifting gear had cost another £165. However the purchase was not popular (in part this may have been due to a change of government at the end of 1865 and the unpopularity magnified for political purposes) and in February 1866 in answer to a question in parliament it was said that to date she had cost £2,806 as another £555 had been necessary for repairs after an unspecified accident. Critics complained of the fact that she was constructed of 'soft wood', i.e., NSW cedar; that her false keel was too deep, and later, that her furnishings were too luxurious. This latter claim being denied in parliament when the minister concerned said he had visited the ship and found nothing to indicate undue expenditure in her furnishings. While still in government ownership she sank at MacDonnell Bay, June 29, 1873. It was a Sunday morning and the ship was at anchor with no one about apart from the cook when he noticed that the ship was moving in an unusual manner. Investigation revealed she was making water rapidly. The crew were hastily summoned and got ashore while the schooner was allowed to drift ashore. However it was not possible to save her and she broke up almost immediately. The cause of the sinking was not officially

announced but it was generally accepted that due to either poor maintenance or other causes a plank came adrift, suddenly, allowing her to fill. The loss of the schooner FLINDERS was cause for considerable public outcry about the state of the South Australian Navy and the high cost of maintaining the Marine Board, and seems to have resulted in the decision that the next unit would be a steamship built with an iron hull.

GOVERNOR MUSGRAVE Iron, single screw steamship, 180 tons, later becoming 266g, 141n: 130' x 21' x 13'8"; B.1874 Mort's Dock & Engineering Co, Balmain, Sydney. Inverted, direct acting steam engine, 60nhp by the shipbuilder, 36" cylinders by 20" stroke. This engine was compounded in 1884 by Grey Bros, Adelaide when the ship was also reboilered. Built to the order of the Marine Board of South Australia, she was named for the current Governor, and was intended mainly to serve the lighthouses and navigational aids dotted along the coast. The newspaper 'Register' for October 10, 1874, reporting her arrival said: "The steamer GOVERNOR MUSGRAVE arrived from Sydney on Saturday afternoon, October 3, having accomplished a good steaming voyage, though for two days she was at anchor under Gabo Island. She left Sydney at 1 o'clock on September 26, and heavy weather was experienced soon, so that an opportunity was afforded to test her seagoing qualities.

"... Externally the 'Musgrave' is widely different from any other steamer we have had here, but by giving her little longer masts she will be wonderfully improved in appearance, and a still further judicious alteration would be effected by sweeping away the cumbersome deckhouses under the bridge. Other wise she has rather a pleasing outline, and a remarkably pretty side. It is evident that no money has been uselessly spent in ornament. In matters of utility she is, however, almost perfect; but her tout ensemble is not as highly pleasing as could be desired. There is noticed an air of extreme cleanliness throughout. On going aft a neat skylight is seen to be so arranged as to give access to the main cabin. It is lofty and well ventilated, having on each side settees upholstered in horsehair and red velvet. There are so designed as to furnish double sleeping accommodation while moreen curtains divide the apartment.

"Aft is the ladies' cabin, also fitted with settees, wash-stand and various arrangements for making life at sea pleasant.

"Adjoining is a spacious pantry, so fitted as to contain a full set of crockery and table plate. This is being made in England, and meanwhile temporary substitutes are used. The panelling, pilasters, and stiles of the cabin are painted in imitation of maple.

"The next compartment forward is occupied by the engines, which are highly creditable to the makers in Sydney. They are of the inverted type, driving by direct action on the screw shaft, and have 36" cylinders and a 20" stroke. The craft is of 60 horse power nominal, but can work up to 200. In this department the artisans have made an admirable show, for the workmanship is quite equal to that in any Clyde engines. During the voyage the gear has worked with the utmost precision, and the bearings have not once been heated. Here may be inspected one of Silver's governors - an efficient and interesting machine adapted to take up the fling of the screw when the stern rises from the water in a seaway. The starting and reversing gear is below, and communication from the bridge is established by means of the usual system of telegraphy.

"There is a 3hp donkey-engine capable of pumping out bilges or supplying the boiler. The furnaces in the stoke-hole face forward toward the coal bunkers, which will carry about enough for 11 days' consumption of coal. A smaller boiler is intended to supply steam to the capstan and or winches.

"Before the bunkers and divided by a watertight bulkhead is the cargo space, with room for about 40 tons measurement, and next forwards is the second cabin, which is somewhat similarly fitted to the after one. The forecabin is prepared for a crew of 14, and better seamen's quarters it would be nearly impossible to provide".

GOVERNOR MUSGRAVE had a draft of about 6'6" forward and 10'8" when fully laden, and the bridge and poop deck was about 70 feet long. She was equipped with a steam steering gear, steam windlass and cargo winches and her bunkers held about 50 tons of coal.

The ship was found to be quite suitable for the work she was asked to perform and was kept in almost full time commission. Early masters included, Capt. C. McLachlan, Capt. Lindsay, Capt. J. Inglis, who resigned in 1879 and Capt. Carrington who was in charge from 1879 till 1883. (Capt. Carrington was killed in 1903 when the funnel and masts of ss COOGEE were knocked flat by the bowsprit of a heavily laden sailing ship, near Port Phillip heads). Captain Marshall Smith was the last master before the establishment of the South Australian Naval forces when it became the practice to appoint a naval officer to command this ship.

In 1884 the vessel was refitted and the engine compounded in the interests of economy and at this time, when the work was completed, she was described thus: "The vessel has two masts with tri-sails and stay-sails; the passenger accommodation is suitable for ten first-class passengers; the main engine consists of a set of compound surface condensing engines, cylinders 21" and 38" by 24" stroke, with steam reversing gear, 60nhp and 280 IHP, steam being supplied by one marine type boiler with three furnaces, the working pressure being 70 lbs per square inch. There is, in addition, a donkey boiler. The speed of the ship was between $9\frac{1}{2}$ and 10 knots on coal consumption of about $7\frac{1}{2}$ tons per day.

Not long after the refit, as a result of economic difficulties, it was decided in 1885 to pay off her crew and lay the ship up, while in time of need it was planned that a crew would be provided from PROTECTOR. Her master now was Captain C.J. Clare, a reserve officer in the Naval Forces, with the rank of Lt.-Commander. He remained nominally in charge of GOVERNOR MUSGRAVE until 1900 although he was frequently involved with naval reserve training and duties in PROTECTOR. In 1900 Capt. Clare transferred to PROTECTOR with the departure of Creswell for Queensland and subsequently transferred to the Royal Australian Navy.

From 1900 the GOVERNOR MUSGRAVE was more or less divorced from the Naval Forces and once again was simply a lighthouse tender for the South Australian

government. Much the same as the naval forces of the Commonwealth, provision had been made in the constitution for Federal control of lighthouses and other navigational aids but there was a time lag before effective control passed from state to commonwealth.

In 1914, shortly after the outbreak of the first World War, GOVERNOR MUSGRAVE came within the sphere of the navy again, this time as examination vessel for Port Adelaide, under the control of the R.A.N.

With the organization of the Commonwealth Lighthouse Service, GOVERNOR MUSGRAVE was 'sold' to that body for £5,800 and was registered in Fremantle under the provisions of the merchant shipping acts. She was stationed at Fremantle from July 19, 1916 until October 18, 1923 and made extensive voyages along the coast of Western Australia as lighthouse and navigational aid maintenance vessel. During most of this time she was in command of Capt. C.Coalstad and the ship travelled more than 100,000 miles covering an area from Breaksea Island on the south coast to Cape Don, one of the northernmost points of the Northern Territory.

During her service in South Australian Government employment she had attended a number of shipwrecks, notably that of YOU YANGS in 1890, and toward the end of her career had been involved with at least two lengthy tows. In 1906 she towed the dredge SAURIAN from Rockhampton to Port Adelaide and in 1908 towing the dredge PARMELIA from Port Adelaide to Fremantle.

Replaced by more modern tonnage in October 1923, GOVERNOR MUSGRAVE was sent to Sydney for refit and overhaul but it was found upon investigation, after she arrived there, that on account of her age the cost was prohibitive and the Commonwealth government transferred her to the official ownership of Cockatoo Dockyard. During 1925 the ship was dismantled and sold as a hulk to Mr.H.P. Stacey. She changed hands a number of times but by the 1930's was owned by Mr.H.E.Fletcher of Tea Gardens, Port Stephens who had her moored at 'The Duckhole'. Her condition at the time was said to be very unseaworthy.

The GOVERNOR MUSGRAVE originally cost the South Australian Government £11,750.

PALMERSTON Iron, single screw steamship, 430g, 275n tons, ON78636, 175.3 x 25.0 x 13.0: Built 1878 (6) J. & G. Thomson, Glasgow, 2 mast schooner rigged, compound direct acting inverted steam engine of 70nhp, and boiler of 60 lb per square inch, constructed by the shipbuilder. Built as ss ROOK for G. & J. Burns, of Glasgow, and sold to Sydney shipowner, G. W. Nicoll in March 1883. Purchased by the South Australian Government February 1884 and renamed PALMERSTON. Sold out of government service in June of 1886 the ship was re-registered at Port Adelaide by John Darling and the tonnages were now 463g, 239 nett. From 1888 she was employed as a collier on the NSW coast. Sold in 1928 she was converted into a trawler and was sunk May 29, 1929 after a collision with ss MILLIMUL.

This vessel was purchased for use in the Northern Territory and upon arrival at Port Adelaide in February 1884 was taken to the Government Dockyard where the ventilation system was improved and the ship renamed for the chief settlement in the district. She was despatched to the north later in 1884 and remained there until February 1886. In 1885, due to economic problems, the South Australian Government, decided to make various economies in the Marine Board's operations and PALMERSTON was laid up. In February 1886 her crew of Chinese were repatriated and the ship taken to Sydney and offered for sale. She was in Sydney until mid-April without any sale being made - the only offer being officially described as 'too low' - and then steamed to Port Adelaide where she lay until June when she was sold to private owners. Reporting the sale the 'Register' newspaper said that the ship had cost her original Australian owners £7,000, but within months of buying her they had managed to sell it to the South Australian Government for £14,000. The South Australian Marine Board had spent, altogether, another £6,000 on the ship, and now after only a short spell of service it had been resold to private buyers for £6,000.

The South Australian Government, through the years, also owned a number of small vessels, mainly employed as tenders about the anchorages off the coast

between Glenelg and Semaphore, as well as dredgers, hopper barges and the like. It is not intended to review all of these vessels in this publication - those foregoing were sometimes described as units of the South Australian navy although few were armed. Perhaps there were vague plans from time to time to arm them at times of national emergency although these hopes were nebulous and so far as it is known were never but pipedreams. The nearest approach was an investigation during the 1880's of mounting large guns on hopper barges, such as were used in the Victorian naval forces during exercises, but this was dropped when the cost was found to be high and the effectiveness doubtful.

Among these small craft that were owned by the South Australian Government the following are perhaps worthy of note, either due to their employment, or some interesting other feature.

LADY DIANA Wood, twin screw steamship, 101 tons, register. 90 x 16 x 8,
Built 1877 Government Dockyard, Pt. Adelaide, twin compound steam engines = 30nhp. Built with frames of Rock Elm, and planked with Huon Pine she was designed as the mail tender to attend the overseas liners which at the time anchored off Glenelg. She was launched July 27 and made her first appearance when she steamed at ten knots in September while attending at the departure of ss LUSITANIA.

YOUNG ST. GEORGE, wood, cutter, 15 tons. This Government cutter was wrecked at the Althorpe Lighthouse workings, January 3, 1878. According to press reports, this vessel was built in Hobsons Bay on the deck of a ship named ST. GEORGE, as a yacht, eventually being sold to Port Adelaide for use of the pilots before they were ordered to only attend at specified places and not to range the gulf seeking jobs. A 2 mast fore and aft schooner of this name was certainly owned by Port Adelaide pilots and it seems that the two are identical. The pilot vessel was built in 1856 at Melbourne, according to the Customs records, and was 35.1 x 12.0 x 6.0.

STANLEY Iron paddle wheel steam tug. This vessel was launched at the shipbuilding yard of J. Fullerton & Co., Paisley, Scotland, Feb. 2, 1879 and was sailed out to Port Adelaide. She was not a success as a tug.

Sold out of the government service she eventually ended up as a water carrier to ships around Port Adelaide. (For further see 'Steam Tugs in South Australia')

AMAZON Wood, screw steamship. Launched November 5, 1880 by George Playfair, Birkenhead. 80' x 14 x 8. The press reported, at the time of her launch, that she was to replace the FAIRY as mail tender at Glenelg and went on to report that '...is planked with pitch pine and kauri, with the frames of american elm. The deck framing is of angle iron and she has a straight stem, with a rounded stern with a large overhang to increase the passenger accommodation'.

Other vessels were obtained for specific purposes, such as the construction of the Adelaide-Darwin telegraph line, when the steam tug YOUNG AUSTRALIAN was sent to the Roper river, and the small screw steamer ENTERPRISE was also employed, but they hardly come within the scope of this work.

FOREIGN WARSHIPS

Foreign warships visiting Port Adelaide, or South Australia, for that matter, have never been numerous, although there was a spate of such visits in the 1890's. In the days before radio, or even telegraphic links between the ports around the coast of Australia, such visits were usually planned well in advance and the callers nearly always made it a point to visit Sydney first to pay a call on the naval officer in charge of the Australian Station. Therefore when in February 1882 three Russian naval vessels paid an unannounced visit to South Australia the ever present worry of a hit and run attack on the shipping of the colony was again re-examined. The visit was said to be a courtesy call and nothing eventuated to disprove the claim, but it was unexpected and the ships had managed to slip past the lighthouses at Kangaroo Island without being seen. The agitation that resulted probably laid the foundation of the attitude that allowed the colonial government to order the PROTECTOR without too

much opposition.

In pre-Federation years the Japanese warship RIUJIO visited Port Adelaide in May 1887 and in January 1891 the Austrian cruiser SATDA paid a call. Then in November 1893 the French war vessel DUGUAY TROUIN arrived and as usual at this occasions, visits were exchanged between the officers of the overseas warship and the local Naval Forces. It was on this occasion that the visiting French officer in charge observed that the South Australian Navy did not have to worry too much about collisions when performing difficult evolutions during training cruises. The last visitor of any note in the pre 1900 era was when the Italian cruiser CHRISTOFORO COLOMBO called in October 1895. No doubt other lesser vessels called but these rated more than a mention in the local newspapers of the day.

AFTER 1900

As already noted, the main unit of the South Australian Naval Forces was ultimately transferred to the Commonwealth Government and ended up as a unit of the Royal Australian Navy. She saw much service during the First World War and then was renamed CEREBUS in 1921 and relegated to gunnery tender and store carrier at Flinders Naval Depot, on Western Port. When decommissioned in 1924 she reverted to her original name but was sold in September of the same year for conversion into a lighter. Renamed SIDNEY she was employed by the Victorian Lighterage Company carrying wool from Geelong to Melbourne for shipment overseas. In 1943 the lighter was taken over by the United States Armed Forces and loaded with stores left for New Guinea in tow of a Liberty ship. When off Gladstone, Queensland, the tow line parted and while trying to get a towline aboard she was holed by a tug near the waterline. Eventually towed into Gladstone it was found that she was beyond economic repair. The hulk was placed on a reef at Heron Island in 1944 to act as a breakwater.

The Torpedo Station and Naval Depot was the base from which the South Australian Naval Commandant operated, and it was situated on the North Arm of the river, just inside the entrance. However this was an inconvenient spot to reach except by water and was some distance from the centre of business activity at Port Adelaide. At an early date, probably at the time PROTECTOR was ordered, land at Largs Bay was made available for use by the naval forces, and later a naval depot was erected. This depot near the foreshore at Largs Bay was developed into the South Australian headquarters for the Royal Australian Navy with the officer in charge retaining the former colonial navy title of Naval Commandant.

During the First World War the Largs Bay establishment was transferred to a site in Birkenhead, much nearer Port Adelaide, which is still used as a naval establishment by the RAN and has been commissioned as HMAS TORRENS. The naval depot was the focus point for the training of reservists both in the days of the South Australian Naval Forces and later when controlled by the Royal Australian Navy, with various vessels, large and small, from time to time employed in providing training afloat.

The title of the naval officer in charge at Port Adelaide has altered a number of times over the years, from District Naval Officer, to Naval Officer in Charge, as policy dictated, but apart from times of war, naval activity in the district amounts to little more than training reservists and the handling of routine matters in connection with 'show the flag' visits from units of the fleet.

Except for wartime there has not been any naval vessel regularly stationed in South Australian waters since the formation of the Royal Australian Navy although for different periods of time small craft have been on the station to assist in reserve training. The most recent and probably best known of this type was HMAS WARREEN, a wooden vessel of 111 tons which was constructed during WW2 as a general purpose vessel. She was sold out of the service in 1966 at the end of her commission in South Australia.

Other vessels associated with South Australia in the naval scene, although not always working in local waters include:

ADELE Steel, screw steam yacht, 288g, 131n tons, Built. 1906 Hawthorn & Co. Ltd, Leith, for South Australian landowner Henry Dutton, she was purchased by the Commonwealth Government in either 1912 or 1914, she was renamed HMAS FRANKLIN and employed as a tender to Naval College, probably at Geelong, but definitely when that establishment moved to Jervis Bay in 1915. She no longer appeared in navy lists after 1924 although she was still shown as the property of the Commonwealth Government until at least 1930. For a period she was employed as government vessel by the Government Administrator of New Guinea when on routine visits to outports. Sold to private owners she was again requisitioned Sept. 19, 1939, after outbreak of WW2 for use as an examination vessel. While on duty at Port Kembla on the night of May 7, 1943, she struck the end of the partially ruined breakwater and was declared a constructive total loss.

ADELAIDE This four funnelled, light cruiser of 5100 tons, was laid down at the Cockatoo Dockyard, Sydney in January 1915, was launched July 1918, and commissioned in 1922. In 1938-9 she was completely refitted, converted from a mixture of coal &/or oil fuel fired boilers to oil fuel alone and the funnels reduced to three. She saw service throughout WW2 and was sold to breakers in 1949. To date, the only Australian warship to have been named for the capital of South Australia.

TORRENS Two vessels of the R.A.N. have carried the name of the river that flows across the Adelaide plains through Adelaide. The first was a 700 ton destroyer which was built at Cockatoo Dockyard, Sydney and launched in 1915. After service with the navy she was dismantled and sunk off Sydney, November 24, 1930, by gunfire from the fleet. The second vessel is the frigate of 2150 tons, which was laid down at Cockatoo Dockyard in 1965 and which was commissioned in January 1971. With the naming of this vessel, the naval establishment at Birkenhead was renamed —

ENCOUNTER which was the name of a British cruiser which was loaned to the R.A.N. in 1912 and transferred officially to Australian ownership in 1919. She was later renamed PENGUIN and became a depot ship. Her hull was scuttled off Sydney in September 1932.

WONGALA This wooden auxiliary motor vessel was commissioned HMAS in 1940 and saw much duty in various theatres but was best known as a patrol ship in South Australian waters, especially in the vicinity of Whyalla. After the war she was loaned to the Sea Scouts in Port Adelaide but was later recommissioned as HMAS WYATT EARP for a voyage to the Antarctic. She was eventually wrecked, under the name NATONE on the coast of Queensland.

PROTECTOR In 1971 it was announced that a new fast supply ship for the RAN would be built and the name was to be Protector, but the plan was cancelled.

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